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BALANCE in the Airport and Airway Trust Fund will grow nearly 30 percent in just two years, according to budget figures released by the Reagan Administration last week. Balance in the fund was $8.62 billion at the beginning of fiscal 1987 and is projected to grow to $11.16 billion by the beginning of fiscal 1989. The government expects to collect about $3.38 billion in Trust Fund user taxes in fiscal 1988 and about $3.65 billion in fiscal 1989.

FAA had received applications from 182 operators as of last Thursday seeking an extension of time to comply with the agency's requirement to install fire-blocking materials. Of the 182 submitted, FAA has processed 133 applications that cover 354 aircraft. All of the applications processed have been approved, but the agency is standing by its earlier statement that operators subject to the rule who have not complied or been granted extended time by Feb. 24 may not carry commercial passengers after that date.

REPRESENTATIVES of four general aviation groups—GAMA, NBAA, AOPA and NATA—met with top officials of the Federal Trade Commission last week to discuss the FTC's recent airline deregulation study, which said small aircraft are a "major source" of airspace/airport congestion (BA, Feb. 15/51). When the GA interests asked where FTC had obtained the information about small aircraft, FTC staffers responded that much of it had been provided by the Massachusetts Port Authority, which is attempting to sharply increase fees for GA operations at Boston's Logan International Airport.

FAA 1989 BUDGET PROPOSES BIG INCREASE IN F&E FUNDING AUTHORITY

The Reagan Administration's fiscal 1989 budget proposal calls for a sharp increase in FAA budget authority for spending on Facilities and Equipment (F&E) programs, primarily for equipment needed for the agency's ongoing modernization of the air traffic control system.

The budget proposal, released last week, calls for total obligational authority of $6.93 billion for FAA in fiscal 1989, an increase of $790 million, or about 12.8 percent above the fiscal 1988 level. Those figures are somewhat misleading, however. While the agency is seeking $1.7 billion in authority for grants-in-aid to airports (the Airport Improvement Program), the Administration said it plans to limit new obligations for airports to $1.2 billion in fiscal 1989. Discounting that $500 million difference in the airports program, the total obligational authority being sought for FAA would be $6.43 billion.

Obligational authority sought for F&E is $1.6 billion, a 44.4 percent increase over the current year's $1.1 billion. Research, engineering and development funding request is $155 million, compared to $153 million this year. All funding for AIP, F&E and R,E&D programs would come from the Airport and Airway Trust Fund, a total of $2.95 billion. In addition, FAA is seeking $3.445 billion for Operations and Maintenance (O&M), of which $1.47 billion would come out of the Trust Fund. In fiscal 1988, FAA has an O&M budget of $3.15 billion, of which $827 million is coming from the Trust Fund.

DOT said it is "proposing to fund operations recovery of 50 percent of the funds made available for airport grants, F&E and research" as provided in the 1987 reauthorization legislation, "but to waive the 'penalty provision' for 1989 which would otherwise reduce the amount available (from the Trust

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SIX BUSINESS JET ACCIDENTS, INCIDENTS REPORTED DURING QUARTER -- Six accidents or incidents involving business jet aircraft were reported during the fourth quarter of 1987, according to information compiled by Robert E. Breiling Associates. A brief description of the business jet accidents/incidents, along with information on mishaps involving business turboprop and helicopter operations, is shown in charts on the back of Pages 61-62. More information regarding comprehensive specific aircraft accident analysis reports detailing all business jet, business turboprop and twin-turbine helicopter accidents and their comparative performance or specific aircraft reviews, is available from Robert E. Breiling Associates, 6020 North Federal Highway, Suite 4, Boca Raton, Fla. 33487; telephone (305) 997-2580.

HEARINGS SCHEDULED ON PROPOSED GRAND CANYON FLIGHT RESTRICTIONS -- Federal Aviation Administration has scheduled two public hearings next month on proposed restrictions to flight operations in the vicinity of the Grand Canyon National Park. FAA established Special Federal Aviation Regulation No. 50-1 in mid-1987 following a midair collision a year earlier between two sightseeing aircraft operating over the canyon (BA, June 23, 1986/194). That regulation includes restrictions on aircraft operating up to 9,000 feet MSL in the airspace above the canyon.

Legislation enacted last summer required the Interior Department to submit recommendations to FAA for establishment of an aircraft management plan in the area. The Interior Dept. recommendations, issued last December, would impose restrictions over the geographical boundaries of the canyon from the surface to 14,500 feet. In addition, Interior called for a series of Special Flight Rules Areas, that would ban nearly all flights below the canyon rim, establish flight-free zones in four areas covering nearly 44 percent of the park area and modify or eliminate a number of low-altitude federal airways, plus make related changes. The legislation adopted last year directs FAA to adopt the Interior Dept. recommendations "to the extent consistent with air safety" following a hearing and opportunity for comment. FAA said the hearings, scheduled for March 2 in Phoenix, Ariz. and March 3 in Las Vegas, Nev. will examine the Interior Department's proposals. FAA is expected to publish an NPRM based on Interior's recommendations in two to three weeks.

FLIGHTSAFETY POSTS RECORD NET PROFIT, REVENUES FOR QUARTER, FULL YEAR -- FlightSafety International reported $11.2 million net profit on $36.4 million revenues for the fourth quarter, up 38 percent and 26 percent, respectively, from the year-earlier period and both records. Record net profit and revenues also were posted for the full year, with profit climbing 42 percent to $41.8 million and revenues 26 percent to $135.9 million. Bottom-line results benefited from a change, effective Jan. 1, 1987, on the estimated useful lives of company-owned flight simulators from eight years to 12. Salvage value of the simulators, previously carried on company books at "zero" value, also was changed to 10 percent of original cost. The changes in depreciation accounted for $1.9 million of fourth quarter net profit and $6.4 million of 1987's net profit. President Albert Ueltschi attributed the record profit and revenues to expanded aircraft and marine training contracts, including FlightSafety's assumption during the year of training programs at Beech Aircraft and Boeing de Havilland of Canada. Also cited were airline and U.S. government agreements.

SPECIAL CONDITIONS ISSUED TO INCORPORATE ADI PROVISIONS -- Special conditions have been issued to become part of the certification basis for several models of Cessna and Gulfstream Aircraft that have been modified to incorporate anti-detonation fuel injection system provisions. Petersen Aviation Inc. had previously submitted several applications for supplemental type certificate approval for design changes necessary to incorporate the system on the aircraft. Installation incorporates ADI tanks, pumps, lines, and an associated control system to supply ADI fluid to the engines in measured quantities to allow the engine to be operated on autogas. Affected aircraft include Cessna Models 185, 188, 206, 207, 210, 310, and 320, and the Gulfstream Model 500. According to the Federal Aviation Administration, certification basis does not currently contain adequate or appropriate safety standards for these systems. The special conditions contain "the additional safety standards which the Administrator finds necessary to establish a level of safety equivalent to the original certification basis for these airplanes," FAA said. Petersen has also indicated to FAA that they plan substantially equivalent modifications to several other makes and models of small airplanes. For information, contact Oscar Ball, Aircraft Certification Division, 601 East 12th Street, Room 1656, Federal Office Building, Kansas City, Mo. 64106, (816) 374-5688.

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FOURTH QUARTER 1987 SINGLE TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM
10-26	H-500	Eng. malf/failure during cruise	N47861	CA	Cru	Comm	-	S
11-11	FH-1100	Hit object during precautionary ldg.	N35HA	OR	Ldg	Comm	-	S
11-11	H-500	Tail rotor shaft malf/fail. climb	N77DJ	HI	Clb	Comm	-	S
11-19	B-206B	Hooked skid in tree limb during hover	N1073N	NM	Hvr	Comm	-	D
11-19	B-206L	Attempted TO while tied down	N66WL	CA	TO	Corp	-	S
11-24	B-206	Aircraft made hard landing	N3888Q	MA	Ldg	Radio	-	S
12-10	B-206L	Dest. by fire during oxy. serviceing	N86CH	AR	Pkd	Comm	-	D
12-12	B-206	Hard ldg., practice auto rotation	N2764F	LA	Ldg	Comm	-	S

FOURTH QUARTER 1987 TWIN TURBINE HELICOPTER ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM
10-30	A-109	Encountered ground resonance, taxi	N109AM	NY	Txi	Comm	-	S
12-07	B-412	Crash approach, mtnce. test flight	N3910U	TX	App	Comm	-	D
12-21	SA-330J	Hit object during off shore landing	N3596N	LA	Ldg	Comm	15	D

Source: Robert E. Breiling Associates

* Damage: D-destroyed; S-substantial; M-minor (Incident).

FOURTH QUARTER 1987 BUSINESS JET ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM*
10-11	DA-20	Pressurization loss, ocean ditching	EC-EFI	Iceland	Cru	Comm	-	D
10-15	DA-100	Attempted roll after low pass	N121FJ	CA	Clb	Mfg	3	D
10-25	1121	Main gear scissor failed, ground loop	N707TE	TN	Ldg	Corp	-	M
11-03	L-35A	Wind shear ldg. Engine separation	N888DJ	FL	Ldg	Comm	-	S
11-04	L-35A	Hyd. Failure taxi, hit two aircraft	N900JE	FL	Txi	Corp	-	S
12-05	DH-125	Crash during engine out approach	N400PH	KY	App	Corp	2	D
12-06	CL-600	Yaw damper malf. dutch roll resulted	N125PS	CA	Cru	Corp	-	N

FOURTH QUARTER 1987 BUSINESS TURBOPROP ACCIDENTS/INCIDENTS

DATE	MODEL	DESCRIPTION	REGN	STATE	PHASE	OPER	FTL	DAM
10-08	690B	Lost control ldg., gear collapse	N711TT	NM	Ldg	Pvt	-	D
10-12	BE-100	Pass. retracted gear during landing	N601TA	FL	Ldg	Comm	-	S
10-14	MU-2D	Gear collapsed landing	N500X	MD	Ldg	Pvt	-	M
10-16	BE-200	Gear collapsed landing	N179MC	OK	Ldg	Bus	-	S
10-19	BE-200	Struck high ground on ILS approach	G-MAJI	Malaga	App	Comm	1	D
11-09	BE-200	Taxi into deep ditch	N1072	AL	Txi	Gov't	-	S
11-15	CE-441	Flew into ground, radar tracking	N2484B	CA	Cru	Gov't	2	D
11-16	BE-200B	In flight breakup during descent	N334DP	WI	Des	Corp	8	D
11-30	BE-90	In flight breakup during IFR climb	N4463W	SC	Clb	Bus	2	D
12-29	SA-26AT	Overshot landing. High elev.runway	N4468M	CO	Ldg	Corp	-	S

* Damage: D-destroyed; S-substantial; M-minor (Incident).

NOTE

ONLY THE FOLLOWING PAGES OF THIS

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